

Attorney's Docket No.: 02103-377003
Client's Ref. No.: AABOSS14-CPCP

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**Applicant : Lawrence D. Knox, et al.
Serial No. : 10/629,243
Filed : July 28, 2003**

**Art Unit : 3616
Examiner : Eric D. Culbreth**

Title : Surface Vehicle Vertical Trajectory Planning

**Hon. Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450**

**Attached to this facsimile communication cover sheet is Supplementary Response B,
faxed this 22nd day of November, 2005, to the United States Patent and Trademark Office.**

**Respectfully submitted,
FISH & RICHARDSON P.C.**

Date: November 22, 2005

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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

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SUPPLEMENTARY RESPONSE B

Dear Commissioner:

Supplemental to the response filed November 7, 2005, in response to the office action dated October 6, 2005 the requirement for restriction is respectfully traversed, at least because what the Examiner identified as eleven species should be no greater than four species.

A first species is at least the trajectory plan based suspension control disclosed in FIGS. 2a and 2b. FIG. 2a discloses a trajectory planning subsystem including microprocessor 20, profile storage device 22 and locator system 24 that calculates or retrieves a trajectory plan responsive to the road profile and issues control signals to controllable suspension element 18 to execute the trajectory plan. FIG. 2b discloses the apparatus closely related to that of FIG. 2a except that microprocessor 20 retrieves and calculates trajectory plans that are associated with locations instead of profiles. But a road profile can be typically defined by a location and direction as further illustrated in FIGS. 6a-6c describing trajectory plan developing. To be able to retrieve road profile, vehicle location has to be determined, such as with sensors and/or a locator, such as GPS.

A second species could be that shown in FIGS. 6a-6c. FIGS. 6a-6c illustrate a closely related trajectory plan developing concept. FIG. 6a illustrates using sensors to sense location and collect road profile and then calculate or retrieve trajectory plan in response to road profile. FIG.

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6b illustrates using a locator system to determine location and retrieve road profile and then calculate or retrieve trajectory plan in response to road profile. FIG. 6c illustrates determining location either using sensors or a locator system and then retrieves a trajectory plan in response to the location. Claims 32 and 38 identified by the Examiner as species G, recited recording the road profile and calculating the trajectory plan closely related to the subject matter illustrated in FIG. 6a. FIGS. 10a and 10b illustrate the front-rear preview feature with FIG. 10b illustrating all the features of FIG. 10a and adding a suspension centering subsystem.

Manifestly, the subject matter is such that all the claims could be examined without serious burden. At least it should be recognized that there are no more than the four species identified above.

Accordingly, it is respectfully requested that all the claims be examined on their merits. In the alternative it is respectfully requested that it be recognized that there are at most four species in this application.

Please apply any charges or credits to Deposit Account No. 06-1050, Order No. 02103-377003.

Respectfully submitted,
FISH & RICHARDSON P.C.

Date: 22 November 2005

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